

Galveston, Texas, and the control of the Boston station was transferred to the Public Health Service. A great reduction in immigration has been observed during the year, with a corresponding increase in the number of aliens certified. At the Port of New York, the percentage has risen from 2.29, previous to the development of the European conflict, to 5.37 since that time, this increase largely being due to the fact that with the decreased immigration more time can be devoted to the examination. The number of cases treated at Marine Hospitals and relief stations exceeded 55,000, 15,000 of which were hospital patients, a considerable increase over previous years. The Coast Guard Cutter "Androscoggin" was fitted out as a hospital ship and now affords relief to deep sea fishermen on the Banks of Newfoundland.

On the occurrence of plague at New Orleans, the first outbreak upon the Gulf seaboard, the state and local health authorities requested the Public Health Service to take charge of the situation. Extensive rat-proofing and other anti-plague measures were undertaken, resulting in the eradication of the disease from among human beings, and the practical extermination of the rodent infection.

Great reduction in the incidence of malaria was obtained in localities where surveys were conducted. Drainage projects, rice culture studies and the conditions surrounding the impounding of water for power purposes were investigated in order to eradicate as far as possible the disease in these areas. Scientific investigations of malarial infection showed that in the latitude of this country the most important agent in carrying the infection through the winter season is man, and not the infected, hibernating, *Anopheles* mosquitoes as was previously supposed. From the standpoint of prevention this is a discovery of considerable value.

Studies of occupational diseases and industrial hygiene were instituted at several places during the year. A survey of the industries of Cincinnati was made to determine the cause of the prevalence of tuberculosis among industrial workers. The investigations relating to the migration of persons suffering from tuberculosis were completed.

Upon the request of the health authorities of five states, the organization and operations of the respective boards of health were studied and recommendations advanced for improvement in the powers and duties of these bodies. The health organizations of several cities were likewise investigated.

Investigations of the pollution of streams and the examination of shellfish were also conducted.

Trachoma was combated in the Appalachian Mountains, where it is most prevalent, over 12,000 cases being treated. Surveys in certain states during the year showed that the disease is not an uncommon infection.

Rural sanitation work was conducted in six different states and everywhere resulted in the reduction of typhoid and other communicable diseases.

Public health laboratories for the prevention of the interstate spread of disease were established at Chicago, Seattle, and numerous other railway centers.

Additional duties have been imposed upon the Service by extension of relief benefits to the newly organized Coast Guard and the physical examination of seamen applying for the rating of "able seaman." For this reason, and because of the greatly increased health functions of the Service, an increase in the commissioned personnel is recommended. An additional building for the hygienic Laboratory and the establishment of a National Leprosarium for the proper segregation and care of cases of leprosy are also recommended.

CARELESSNESS AND ACCIDENTS.

Five hundred and twenty-five vehicle drivers on the Pacific Coast did their best to break into a railroad crossing accident in the two years ended June 30, 1915, despite the fact that gates were down and warning bells ringing. This is shown in a report of the Southern Pacific Company, which reveals that during the period mentioned 525 crossing gates were broken by drivers who risked life and limb for speed and carelessness. The gamble taken by the drivers is obvious. To be broken the gates had to be down, and the gates are down only when trains are approaching. The railroad company spends over \$100,000 annually to operate and maintain crossing gates, but feels that the active co-operation of motorists and other vehicle drivers is imperative if crossing accidents are to be minimized.

Recently the Southern Pacific had observations taken at various crossings throughout the state to observe how careful drivers were in approaching the tracks. Of 17,021 motor vehicles observed, 11,836 drivers, or 69½%, looked neither way before crossing the tracks; 2.7% looked one way only, and but 27.8% looked in both directions. The almost incredible number of 3301, or 19.3% of the total number of drivers observed, ran over the crossings at a reckless rate of speed. But 35 drivers stopped their machines before crossing the tracks to see that no trains were approaching.

NEW MEMBERS.

Hanlon, E. R., Los Angeles.
Rogers, A. C., Los Angeles.
Stovall, Leonard, Los Angeles.
Flagg, D. P., Los Angeles.
Athon, L. H., Los Angeles.
Blanchard, Wm. O., Los Angeles.
Gray, Etta, Los Angeles.
Dodge, Wm., Los Angeles.
Derrick, Joseph, Los Angeles.
Dozier, Earnest, Redding.
Hughes, H. W., Los Angeles.
Carter, W. E., Los Angeles.
Gerson, T. P., Los Angeles.
Metcalf, Clair F., Los Angeles.
Seaman, E. D., Los Angeles.
Johnson, P. V. R., Los Angeles.
Platt, I. S., Los Angeles.
Carter, Martin G., Los Angeles.
Levin, Z., Los Angeles.
Norton, C. W., Los Angeles.
Moore, M. L., Los Angeles.
Sugarman, Herman, Los Angeles.
Kearney, Elizabeth F., Los Angeles.
White, P. G., Los Angeles.
Jacobs, Edw. H., Los Angeles.
Wilson, H. P., Los Angeles.
Franklin, J. W., Los Angeles.
Tower, Franklin J., Los Angeles.
Bancroft, I. R., Los Angeles.
Jackson, J. A., Hollywood.
Taggart, T. E., Los Angeles.
Hoag, E. B., Pasadena.
Zuill, W. L., Los Angeles.
Hanson, Wayne P., Los Angeles.
Carson, Emma M., Los Angeles.
Du Bois, Willard Cecil, Santa Ana.
Gates, Amelia L., San Francisco.
Hill, Earl W., Eureka.
Pierson, P. H., San Francisco.

DEATHS.

Atkinson, H. H., Harpoot, Turkey.
Bullard, Rose Talbott, Los Angeles.
Bryant, Edgar Reeve, San Francisco.
Craig, Thos. L., Soledad.
Jenkins, John E., Los Angeles.
Martineaut, E. D., San Francisco.

RESIGNED.

Carter, J. M. G., Los Angeles.